



Naval Academy Sailing Squadron

Bullhorn

January 2005

COMMODORE'S COMMENTS

The Navy Sailing staff has been working all fall to achieve the Superintendent's vision for a Renaissance in Naval Academy Sailing. Some key milestones along the way included winning the prestigious McMillan Cup for the first time since 1998, and qualifying several members of the Intercollegiate Dinghy Team for the Sloop National Championship which was held in California in late November. Another highlight was the fact that Ms. Nancy Haberland returned from the Olympics and rejoined the staff as the coach of the Junior Varsity Offshore Sailing Team. We are very happy to have been able to afford her the time she needed to campaign for, and compete in, the Olympics. I hope you will join me in congratulating her on her successful campaign.

We are also working hard to address the significant challenge that still confronts us - how to double the number of midshipmen we send

to sea in sail training craft again next summer, with the stated goal of taking nearly every third class



midshipman to sea in a sailboat. As we work to achieve this goal, we are finding that our single biggest program limit is sufficient numbers of quality on-the-water instructors. The program construct we had in place for years allowed us to make do with our limited numbers of qualified staff/faculty/volunteers, but when the Superintendent recently challenged us to send half of next summer's sorties

to sea with all-midshipman crews, this shortfall became very obvious. The challenge of readying midshipmen to sail alone requires they have the technical and professional expertise required to ensure success. The bottom line is we need more and more-qualified instructors. Commander Vandenberg's piece provides an overview of the training program the staff has in place to achieve this goal with the assets currently available. The Congress recently passed our volunteer liability legislation, and that should advantage us as we work to attract more and more talented volunteers to help us achieve our goals. The NASS Staff Judge Advocate, LT Andrew Smith, has crafted a concise update on the current status in his piece on Liability Concerns (see below).

We are also moving out on the Navy 44 MkII Project, and we are very excited that the first of these new sail training craft will be coming into service in May 2005.

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SAILING VOLUNTEER LIABILITY UPDATE

Volunteers have provided essential support for the Naval Academy Sailing Program since the late 1970s. A long-standing concern for sailing volunteers has been their potential personal liability while performing official duties for the Sailing Program. Federal law and De-

partment of Defense (DoD) regulations protect volunteers from personal liability while performing most official volunteer duties, however, DoD volunteers were not protected from personal liability while performing volunteer duties in a maritime environment (i.e. when under Admiralty's jurisdiction). Essentially, current federal

law covers DOD volunteers for land-based incidents but does not cover them for incidents occurring on the water. This omission in the federal law potentially affected Sailing Program volunteers, whose duties primarily occur on the water.

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BULLHORN

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(NASS)

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Send comments to Editor, BULLHORN, at
above address or email to info@usnass.org.

We are also working through the details required to award the contract to outfit the Intercollegiate Sailing and Navy Sailing Hall of Fame. We also approved a plan to move the Interscholastic Sailing Hall of Fame to the Robert Crown Center. This should help us focus the attention of the nation's best high school sailors on the Naval Academy. These upgrades, coupled with the displays in the lobby that will showcase Navy Sailing's distinguished history, should be complete in the late spring. We anticipate rededicating the Halls of Fame in March 2005 during the Truxtun-Ulmsted Regatta, which is our largest Spring intersectional regatta. Hopefully, many sailors and dignitaries from across the nation will be able to attend.

Finally, Bob Holmes is working hard to develop a full-color electronic version of the *Bullhorn* that can be distributed by email to our members. Please ensure your membership information is up-to-date so we can include you in our e-mails.

Thank you for your continued support.
CAPT Brian McCormack
Commodore, NASS

Notes from Members

For NASS: This 85 year old member is sailing a little slower but I still support your fine organization. Have continued to support your organization in lectures, speeches, etc. Still consider my sailing (since 1929!) contributed many times in my five commands at sea.

Sincerely,

R. Hayler, CAPT, USN (Ret) 'Ancient Mariner' Class of 1941

OXFORD BLOWS HARD

Swift, skippered by MIDN 2/C Pat Collins, finishing 3rd in class with a No. 4 and storm trysail. (Photo Credit: Linda Brownlee)

The Race Committee took a beating and the NASS Signal Boat was hit by a competitor during the start sequence. Most importantly, there were no injuries reported among the competitors nor the Race Committee. All in all, it was a race not soon forgotten.

Mike Brownlee, VOST Fleet Captain

Fall weather can sometimes bring high winds and rain that feels like BBs, but the NASS Race to Oxford is usually much more like a summer sail on the Chesapeake – little or no wind, and hot! In fact, the race has been shortened in 4 of the past 6 years due to light air.

But this year's race was far, far different. A deep low pressure system passed through Annapolis the morning of September 18. Strong winds and heavy rain wrapped around the backside of the low. By the first start at 1015 on 18 September, the wind was blowing 25 knots with heavy rain. And then it got worse.

By the time all 15 classes started, only about 80 boats remained of the 191 entered. Most of those who finished had sail damage and many more boats dropped out on the way. Only 64 finished the race in Oxford.

By 1400, winds at Thomas Point Light were at 39 knots, but a Navy 44 saw a gust of more than 50 knots at about noon. The wind was especially strong and gusty at the finish in the Tred Avon River in Oxford.

The top Navy finisher was *Allegiance*, the J/105 skippered by MIDN 2/C Greg Storer. Given the conditions, however, any boat that finished could count the race a success.

In the fall of 2003, we presented this issue to the Office of the Judge Advocate General (OJAG)-Admiralty Code. Coordination with OJAG Admiralty counsel produced a draft legislative proposal to extend personal liability protection to DOD volunteers performing their duties on the water. This legislative proposal was submitted to the Navy Office of Legislative Affairs (OLA) in September 2003.

After an extensive review and approval process, the sailing volunteer legislative proposal was included in the FY05 Defense Authorization Act, which was passed by Congress on 9 Oct 04. The legislative proposal amended federal law to include liability coverage for volunteers in a maritime environment (*See* 10 U.S.C. §1588(d)(1)(B)). The legal effect is that volunteers in a maritime environment, i.e., on the water, are treated as government employees for purposes of personal liability. In practical terms, this means that sail training volunteers are now protected from personal liability while performing official volunteer duties “on the water” while supporting the Naval Academy.

This legislative amendment codified the legal support that the Sailing Program and the Department of the Navy have always intended for our sail training volunteers.

LT Andy Smith, JAGC, USN

A significant part of the Annual Race to Oxford Regatta is the rivalry among the midshipmen, who are all vying for the coveted Tred Avon Yacht Club Navy Trophy. The Navy Trophy is awarded to the skipper of the Navy boat to finish first on corrected time. This year the TAYC Navy Trophy went to MIDN 2/C Greg Storer, skipper of *Allegiance*, a donated J/105.



Mr. Jay Dayton, Tred Avon Yacht Club Commodore, and CAPT Brian McCormack, NASS Commodore, present the 2004 TAYC Navy Trophy to MIDN 2/C Greg Storer.

(Photo Credit: Richard Slaughter, TAYC)

US SAILING OFFSHORE NATIONAL CHAMPIONSHIP for the LLOYD PHOENIX TROPHY

Navy’s Varsity Offshore Sailing Team (VOST) traveled to Long Beach Yacht Club in Long Beach, CA for the 2004 US SAILING Offshore National Championships held 23-26 September. Competing for the Lloyd Phoenix Trophy against 10 teams from across the country who represented their US SAILING geographical regions, Navy was the only collegiate team in attendance. Teams raced in identical Catalina 37-foot boats.

When racing began on Friday, Navy jumped out to an early lead, winning the first start and commanding the race for 7 ½ legs of the 8-mile course. However, due to an equipment failure of one of their spinnaker control lines on the final leg, Navy had to mount a quick recovery and managed to salvage a second in the race, thanks in large part to the fast reaction of bowman MIDN 2/C Jim Paquette.

New NASS Members

We welcome the following new members since the last issue of the Bullhorn.

Grant Baldwin
Balboa CA

Kirk Daniels, LCDR USNR (Ret)
Kokomo IN

William Dawson, CAPT USN (USNA '82)
Annapolis MD

Keith Davids, LCDR USN (USNA '90)
Annapolis MD

George Dewhirst, CAPT USN (Ret)
(USNA '61)
Former NASS Commodore 1982-1984
Aiken SC

Greg Fisher
Arnold MD

Dave Kantor
Annapolis MD

Christopher Kelly, LT USNR
Middletown DE

Chris Kramer (USNA '84)
Chappaqua NY
Former VOST Team Captain and Navy
Sailing staff member

Richard J Lunsford, COL USA (Ret)
Alexandria VA

Mike Madden
Annapolis MD

Ronald J Mitchellette
Buford GA

William V O'Connor
Venice Beach CA

Jeff Riedle
Annapolis MD

In Memoriam

We bid farewell to deceased members.

Howard Randall, CDR USN (Ret)
Jacksonville FL
Died Summer 2004
Member since 1971



Navy setting around the windward mark in Catalina 37' (Photo Credit: David McBride)

The rest of the competition followed the pace set by the first race, including many lead changes and challenging tactical situations which were handled deftly by tactician MIDN 1/C John Creegan. Navy boasted some of the best crew work in the regatta, showing great teamwork. MIDN 2/C Dane Watson, trimmer, as well as MIDN 3/C Tony Bracalente, mast man, performed especially well.

After five races over 3 days, skipper MIDN 2/C Greg Storer and crew came away with the bronze medal in the Nationals, the best showing of a Navy team at this event in many years.

Brad Dellenbaugh, Varsity Offshore Sailing Team Head Coach



(l to r) CDR Dixon Smith (USNA '83), LT Jodi Beattie (USNA '99), MIDN 1/C John Creegan, MIDN 3/C Anthony Bracalante, MIDN 2/C Dane Watson, MIDN 2/C Jim Paquette, Commodore of LBYC, skipper MIDN 2/C Greg Storer (Photo Credit: David McBride)

INTERCOLLEGIATE WOMEN'S NATIONALS

This past Women's Nationals was quite an experience. The qualifiers for Nationals had been the most competitive sailing that any of us had ever seen. Places went back and forth between all the teams until the very last race. Of course, Nationals was going to be tougher, but we focused on each race as if it were the only one that mattered.

The conditions were unique to the venue. It rained throughout all of the races. The wind's direction and pressure was changing contently, as was the current. During one of the races, we took second relying only on the fact that most of the fleet was unable to keep upright in the gusts. In another, it was so light that we were unable to sail against the current. These varied conditions allowed for a wide range of tactics. It always seemed as though there was opportunity to be made at any point. As long as we kept our heads in the race, we were able to make big gains.

Sailing Women's Nationals was a great experience, and we are working to leverage the experience to help us move forward again next year.

MIDN 3/C Katie Whitman

HUNTINGTON STEELE, REINA MERCEDES, AND BLAKELY CUP REGATTAS

There were three races this season that especially stood out: the Rear Admiral Blakely Trophy Regatta, the Reina Mercedes Regatta, and the Huntington Steele Regatta.

The Rear Admiral Blakely Trophy is awarded to the Plebe Summer Company that wins the Plebe Summer Sailing Championship. The trophy was presented to the U.S. Naval Academy in 1957 by Mr. Decoursey Fales, Commodore of the New York Yacht Club, in memory of Rear Admiral John Russell Young Blakely, USN, Class of 1892. This race is notable because this event had not been run for a number of years. With the renewed emphasis on basic seamanship training during the summer and Navy 26 skipper qualification, it was decided to be run again as an end of summer regatta. This is a great event, steeped in history, and the honor of winning the trophy went to Bravo Company. The winning boat was skippered by MIDN 4/C Shaughnessy and crewed by MIDN 4/C Switzer, MIDN 4/C Barnes, MIDN 4/C Hayba, and MIDN 4/C Burney. In a close second was Alpha Company with Skipper MIDN 4/C Mingo and her crew consisting of MIDN 4/C Towey, MIDN 4/C Hill, MIDN 4/C Sales, and MIDN 4/C Godiksen.

The Reina Mercedes Regatta is run annually to commemorate the start of the sailing season. This year the Blakely Cup Regatta was run commensurate with the Reina Mercedes Regatta for the USS Reina Mercedes Knockabout Perpetual Trophy. The Midshipmen Boat Club sponsored the first Reina Mercedes Regatta in 1944, thus starting a long-standing intramural contest sailed in knockabouts for midshipmen, officers, and Naval Academy faculty. This year the 2004 Reina Mercedes Regatta was also won by MIDN 4/C Shaughnessy and his crew. CDR Gerard Vandenberg and his crew including Ralph Naranjo, Joni Palmer, and MIDN 3/C Pauls finished in second place.

Just as the Reina Mercedes Regatta celebrates the beginning to the sailing season, the Huntington-Steele Regatta commemorates the end. The Huntington-Steele Regatta trophy was established in 1971 to honor Captain Robert D. Steele, USN, Class of 1945. In 1973, Captain Steele re-dedicated the trophy in memory of Commander Robert D. Huntington, Jr., USNR, class of 1948. Elliott Oldak and his crew from the Small Craft Repair Department (Tom Carr, John Jenkins, CWO Mike McDowell, Jim Mumper, and John Sherwood) won the race. CDR Gerard Vandenberg and crew Pete Carrico, Professor Jim Cowart, and MIDN 2/C Brian Vent took a close second. Finally, in third place, were Mike Brownlee and his crew: MIDN 2/C David Faherty, 1/C Drew Humenick, 3/C Anthony Bracalente, and 1/C Matt Sevier.

A special thanks to those who planned and executed these events including the Principle Race Officers, Maureen Mills, and Joan Morin and the Social Committee.

STORM TRYSAIL INTERCOLLEGIATE REGATTA

The Storm Trysail Club of the United States hosted one of the largest collegiate big boat regattas ever on 9-10 October at Larchmont Yacht Club on Western Long Island Sound. Twenty-nine teams and more than 200 sailors competed in 6 windward-leeward races over the 2 days in big boats provided for use by Storm Trysail club members.

Navy's Varsity Offshore Sailing Team (VOST), sailing the J/109 *Patriot*, dominated their class accumulating a total of just eight points. Navy sailed efficiently in Saturday's 10 knots and flat water to finishes of 2-1-1-2. Going into Sunday with only six points, Navy closed out the regatta with two firsts in breeze over 15 knots to finish nine points ahead of the second place team.

Navy's win came against talented sailors from such East Coast schools as Webb, Mass Maritime, Cornell, Duke, Fordham, Williams, and Coast Guard.

Brad Dellenbaugh
Varsity Offshore Sailing Team Head Coach



Navy on J/109 *Patriot* setting at windward mark.
 (Photo credit: Marcy Trenholm)



(l to r) Owner's rep, ENS Chad Ingle, MIDN 2/C Colin Chandler, MIDN 3/C Anthony Bracalente, MIDN 2/C Wes Urquhart, skipper MIDN 2/C Greg Storer, MIDN 3/C Jamie Swiggart, MIDN 3/C Evan Scott.
 (Photo credit: Marcy Trenholm)

Membership Reminder

If you are a member who has not yet paid your 2004 dues – Please submit them as soon as possible. Your financial support helps many aspects of our Sailing Program.

WINTER TRAINING LECTURE SERIES SCHEDULE

The schedule for sail training lectures over the coming winter months includes many excellent opportunities for NASS members to satisfy some of the requirements to actively participate in on-the-water sailing programs. We've renamed our training tracks to align with the current program constructs.

The **Midshipmen PCO/PXO** (Prospective Skipper/Executive Officer) Winter Training includes afternoon lectures between 1600 and 1800 hours on Tuesday and Thursday. This training is a mandatory training requirement for all 2/C midshipmen scheduled to participate in the Navy Sailing Summer Cruise Program. These lectures will be held in Rickover 102 unless otherwise indicated on the schedule.

The **non-Midshipmen PCO/PXO** (Prospective Skipper/Executive Officer) Winter Training includes afternoon lectures between 1600 and 1800 hours on Tuesday and Thursday. This training is a mandatory training requirement for Prospective COs/XOs who are scheduled to participate in Navy Summer Sailing Cruise Programs. The Navigation 101 classes are optional for Surface & Submarine Warfare qualified officers. These lectures are held in Rickover 102 or Luce Hall - check the schedule for location.

The **Navy Sailing Continuing Education (NSCE)** program features a series of lectures in the early evening, held between 1630 and 1830 on Thursdays, designed for Skippers (OICs) and Safety Officers. This early evening lecture series provides educational opportunities for professional development, as well as an opportunity to be updated on rules of the road, first aid, and a range of important subjects. All NSCE lectures are in Rickover 103.

The **High Performance Lecture Series (HPLS)** features late evening lectures, held between 1900 and 2100, that are designed to provide advanced sailing & racing education for Navy Sailing Skippers (OICs) and Safety Officers. The High Performance lecture series provides educational opportunities for advancement in sail trim, navigation, celestial navigation, racing rules, and racing tactics and strategy. All HPLS lectures are in the Robert Crown Center on Tuesdays with a few lectures on Thursdays - check the schedule for details.

The Integrated Training Calendar can be found at: <http://www.usna.edu/SailingTeam/training.htm>, the Navy Sailing Training information website. See the home page, www.nadn.edu/SailingTeam/csnts/csnts.htm, for additional PCO/PXO information. Please check the website often for updates and schedule changes should they occur.

LCDR Neil Covington, Training Officer

JUNIOR VARSITY OFFSHORE SAILING TEAM UPDATE

The Junior Varsity Offshore Sailing Team's (JVOST) roster included thirty-two 4/C midshipmen this fall. Steering the fleet of J/24s is ten 3/C MIDN skippers. Also, returning for the third year in the invaluable role of team manager, is newly D qualified 1/C Sean Jones. This past summer, most of the 3/C skippers had the opportunity to sail trans-Atlantic in *American Promise*, our 60' training sloop. While the crew sailing to France experienced breezes up to 45 knots and wind on the stern for much of the passage, the return crew sailed 21 of their 26 passage days on the wind.

This season marks the 19th year that the J/24 fleet will be used by Navy. Despite the noticeable wear and tear to our J/24s from years of use, the JVOST midshipmen really enjoy developing their seamanship and racing skills on these boats. While Coach Haberland was participating in the Olympics, LCDR Andy Ulak began the season in late August with tryouts for the 4/C crew positions. The final team members were selected by August 30th. Since then, the 3/C midshipmen have been working with their crews to develop competent racing crews and boat handlers. Late September marked the beginning of the intra-squad fleet racing series for all team members with emphasis placed on competing in the race series the same way in which they would expect to compete outside of the Academy. Lots of mistakes are made. For instance, each year, a team forgets to check the notice board and fails to see the new course posted. Invariably it is the team in the lead during race time! However, this series provides the first opportunity for the midshipmen to learn valuable lessons on proper mark roundings, racing rules, and understanding race course sound and flag signals. The midshipmen will also compete in their own match race championship at the end of the season. This provides early training for events such as the Great (match) Race in Buffalo, which VOST has successfully competed in for the past 2 years.

This fall's J/24 invitational event has stirred new interest from the intercollegiate community. Four of the 11 teams participating were first-time attendees. Navy hosted the event on October 2nd and 3rd with eight 3/C skippers making up two crews. Navy JVOST finished 6th and 9th out of 11 teams. The entire race committee staff was comprised of all 4/C team members. Additionally, for the first time this year, JVOST team members were race committee for the Intercollegiate Sloop Qualifying Championship event in which the IC team qualified for the Sloop Nationals. These were both great opportunities for the new JVOST team members to display their understanding of racing and race management abilities. JVOST wrapped up their fall season on November 5th with J/24 boat decommissioning and a team awards ceremony.



Nancy Haberland, Junior Varsity Offshore Sailing Team Coach

VICE COMMODORE'S PERSPECTIVE

In April 2004, the Superintendent signed out a sweeping new policy statement that placed sail training as a cornerstone of midshipman training and professional development. One of the overarching goals of this initiative - and several others across the yard - is to give midshipmen significantly more meaningful leadership opportunities in order to better prepare them for immediate service in the fleet. For the Sailing Program, this translates into a new requirement to prepare midshipmen to sail alone.

Although we are working hard to provide midshipmen the on-the-water training required to do so, we are still spending a fair amount of time remediating them in many basic mariner skills including navigation, rules of the road, and contact management and avoidance. These skills were once honed in the core curriculum here at the Academy. Today, many of these topics are simply introduced since the expectation was that graduates would learn them in schools en route to their first command. We are working closely with the Division of Professional Development to revise the core curriculum to give this material greater emphasis in order to ensure we are producing graduates with the requisite technical and professional expertise required to proceed directly to the fleet after graduation. Our view is that the Sailing Program can and should be used as an at-sea validation of the skills taught in the classroom.

After observing the performance of the midshipmen who sailed as Assistant Officers in Charge (Now called XOs) last summer, we revised our goal upward and developed a plan that would prepare midshipmen to fill all XO billets. The plan leverages the Intramural Sailing Program as the incubator, and also includes a dedicated 2-week Navy 44 training curriculum. We feel that racing Navy

26s on intramural days will more rapidly increase their sailing expertise. The Navy 44 portion will teach them how to operate these boats, and that training will culminate with an evaluated overnighter and a written exam on Navy 44 nomenclature, systems, and sailing-related issues. While sailing in Navy 44s, midshipmen will train alongside the officers and civilian volunteers who are also pursuing their Navy Offshore Skipper Qualifications (D-qual). Once done with the 2-week Navy 44 training, they will return to Intramural Sailing in order to build their experience base and improve their basic sailing skills.

The Commandant supported our request for 120 second class midshipman participants, and we had access to them during the Fall Season on intramural days, typically Tuesday and Thursday afternoons. He also approved drill exemptions for the midshipmen while they were training in Navy 44s, so we had uninterrupted access to them for that entire 2-week period.

In August, after the reformation of the Brigade, we advertised this program to the second class midshipmen, and 104 of the 120 midshipmen participants volunteered for this assignment. When I spoke with them at the organizational meeting I was not surprised to learn that most were dedicating their time to train because they want to be in charge of something, and most are working hard to be allowed to sail alone.

The prospective midshipmen Skippers and XOs will also train in the classroom with us in the winter. They will be taught Navy 44 systems, weather, and sail repair, and will have to also demonstrate proficiency in navigation, rules of the road, and contact management and avoidance.

In the spring, the second class midshipmen will train exclusively in Navy 44s. We will monitor their progress and assign them as Skip-

pers and XOs based on their demonstrated expertise and leadership. We will shift the Intramural Sailing Program's focus and work to train a cadre of third class midshipmen to serve as Basic Seamanship Training (BST) instructors during their upcoming second class summer. They will teach the Plebes how to sail during Plebe Summer. The goal here is to address the reduction in TAD Ensigns and 2nd Lieutenants that has taken place over the last few years since most graduates now proceed directly to the fleet shortly after graduation.

In order to lift nearly the entire third class of midshipmen in sail training craft next summer, we plan to shift to 2-week vice 3-week summer cruise blocks. Working the math, we simply don't have enough Navy 44s to train an entire class using the 3-week cruise block format that we have used for years. We need a fleet of 30 Navy 44s to lift the entire class using the 3-week cruise block construct. We will shift back to the 3-week program after enough Navy 44 MkIIs are in service. The first class midshipmen Skippers and XOs will report a week early in order to get some additional training. They will either complete a "just in time" maintenance series, or sail around DELMARVA during the first week. Once the crews man up, a dedicated instructor will be assigned to help train the crew as a unit. The goal here is to advantage the midshipman Skipper and XO when they and their crews are least proficient.

The program outlined above has one stated goal - to rapidly increase the number of qualified midshipmen available to draw upon for Skipper and XO assignment during their first class summer. It is one of the first steps to establish the 4-year continuum of training that we think is required for the long term.

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We have been conducting a series of off-sites in order to determine the best long-term plan that will fully incorporate sailing into a maritime continuum of training that starts during Plebe Summer and produces a Skipper-quality midshipman ready to sail alone with a novice crew by the summer of his first class year. I will keep you posted on our work to achieve this overarching goal.

CDR Gerard VandenBerg, Vice Commodore

LIVELY ~ 1st in CLASS ~ NEWPORT - BERMUDA

Led by Midshipmen First Class Andrew Hurst and John Coombs, the crew of *Lively* (NA-10) rode the “yellow brick road” to an IMS Class 2 first place finish in the 44th running of the Newport-Bermuda Race. It was Navy’s first victory in the biennial 635-mile “Thrash to the Onion Patch” since 1992.

The yellow brick road of Wizard of Oz fame was Officer in Charge Dan Trammell’s nickname for a fast-moving Gulf Stream meander that carried the midshipmen down the rhumb line for more than 10 hours at ground speeds of up to 15.2 knots. By the time the ride was over, *Lively* was far ahead of its 13 competitors in a cruiser/racer fleet that also included *Flirt* (NA-9).

“The meander in the Gulf Stream was forming as the race was departing Newport (on June 18). The crew correctly estimated the location of the stream and rode the axis for 120 miles while receiving a 3.5 to 5-knot push,” Trammell said.

Light to moderate winds prevailed throughout the blue water classic, which drew 157 competing yachts. Trammell, a veteran of 4 previous Bermuda races, said the Mids’ navigation was impressive. “We hit the Gulf Stream better than any of the other races I’ve been on,” he said.

Besides capturing the Samuel Pepys Trophy for best corrected time in IMS Class 2 of 5 days, 4

hours, and 34 minutes, *Lively’s* crew

took home the Ocean Racing Trophy, an award given by Commander, Cruiser Destroyer Force, U.S. Atlantic Fleet to the service or maritime academy yacht with the top performance in the Newport-Bermuda Race in even years or the Annapolis-Newport Race in odd years.



This is the crew of “*Lively*” celebrating victory in IMS Class 2, Newport-Bermuda race.



Midshipmen Joe Dyckman and John Coombs as “*Lively*” sailed near the Gulf Stream

In addition to Hurst, Coombs, and Trammell, members of the winning crew included MIDN Art Ceraldi, Stephen Gay, Joe Dyckman, John Keith, James Swiggart, Leigh Loesel, and Assistant Officer in Charge Gene Gibbons.



Some of the crew on the rail as “*Lively*” crossed the finish line

A SWIFT AND VIGILANT SUMMER

On 28 June 2004, *Vigilant* (NA-12) departed Santee Basin, with ENS Bill Howey as Skipper and ENS Miguel Camacho, who had just been assigned before the block departed, as XO. This crew began a 1,400-mile offshore odyssey that ended 36 days later, dressing ship in all seven ports visited, and participating in a dozen buoy races and two “around the island” races. Later, joined by *Swift* (NA-11), *Vigilant* revisited some old friends and supporters of Navy Sailing, introduced many new supporters to Navy Sailing and made many new friends.

The Maine Line

Vigilant's first leg was a 640-mile training run from Annapolis to Freeport, ME via a nighttime transit through the Cape Cod Canal. This initial leg afforded the opportunity to “fine tune” evolutions that had been first learned during the previous required DELMARVA cruise in April, to conduct additional general offshore training, and to train this relatively young crew in the advanced sailing techniques that would be needed for their competitive racing schedule.

Arriving at Freeport, ME after having practiced a difficult, under-sail anchoring drill, *Vigilant* moored at the Harraseeket Yacht Club through arrangements made by Tom Sitzman, a former J/24 coach at the Academy. The crew was berthed in Bath, ME where former VOST sailors, LTs John and Cicely (nee Taylor) Walsh arranged housing. The Walshes berthed most of the crew at their home in Bath while LT Ben Elfert, also a former VOST sailor, berthed one crew member at his home in Brunswick, ME. While in Freeport, the crew also got to meet LT Rob Aho, former VOST Team Captain, who was stationed at New Brunswick, ME for training.

Vigilant at the Vineyard

Leaving Freeport on 6 July, *Vigilant* then proceeded to Marblehead, MA for a 2-day port call that included a sailing opportunity with junior sailors at the Pleon Yacht Club. Ms. Joan Wheeler, a NASS volunteer, berthed the entire crew at her private residence in Marblehead, MA and also provided mooring arrangements. During this port call, Ms. Val Delasandro coordinated the junior sailing clinic for the Pleon Yacht Club.

After leaving Marblehead and transiting through the Cape Cod Canal and through Wood's Hole, *Vigilant* sailed to Edgartown, MA, arriving on the 8th of July. The next morning, *Vigilant* was joined in Edgartown by NA-11, *Swift*, skippered by ENS Chad Ingle, former VOST Team Captain. *Swift* had spent the previous night anchored off Squaw Meadows in a dense fog. At Edgartown, mooring for both boats was provided compliments of Mr. F. Norton. Ms. Clare Dooley made housing arrangements for both boats. In all, six members of the Edgartown Yacht Club opened their homes to the two crews with four of *Vigilant's* midshipmen staying with Mr. and Mrs. “Hap” Storer, parents of Midshipman Greg Storer who was serving as helmsman in *Vigilant*. In Edgartown, once again, Mrs. Hobart H.A. “Molly” Cook hosted a traditional barbecue at her home for the Naval Academy crews. During the Edgartown visit, in addition to daily practice sessions, *Vigilant* and *Swift* held a junior sailing clinic, coordinated by Mr. Ken Legler.

Vigilant and *Swift* also sailed in the ‘Round the Island Race’, a 52.5-NM clockwise circumnavigation of Martha's Vineyard. *Vigilant* garnered 3rd place in PHRF Class B, winning the Hobart H.A. Perpetual Trophy, with *Swift* finishing just 26 seconds, after an 8 1/2-hour race, behind *Vigilant*.

Swift in Newport

Departing Edgartown, both *Swift* and *Vigilant* then transited to NAVSTA Newport to participate in the New York Yacht Club Race Week at Newport. Here, Mr. and Mrs. Douglas Nannig, parents of Midshipman Greg Nannig, *Vigilant's* main trimmer and engineer, housed the midshipmen and treated them to a sumptuous dinner at one of downtown Newport's finest restaurants.

Over the next 6 days, in addition to practicing, *Vigilant* and *Swift* participated in eight buoy races and one long distance race. *Swift* won the 2nd place overall trophy for the buoy races, just 4¼ points out of 1st place, and also took home two trophies for first-place finishes in individual buoy races and won the 1st place trophy for PHRF Class Four long-distance race by 32 seconds on corrected time.

New York – New York

Leaving Newport, *Swift* and *Vigilant* transited to Larchmont, NY to participate in the 2nd half of the two-weekend Larchmont Race Week series. The transit to Larchmont from Block Island Sound through “The Race” into Long Island Sound under conditions of zero visibility due to fog provided additional training in radar navigation and contact management for both crews. As guests of the Larchmont Yacht Club, the crews were invited into the homes of seven families, coordinated by Mrs. Cynthia Parthemos. One of the hosts, Mr. and Mrs. Nicholas J. Chirekos, also sponsored a barbecue for the *Vigilant* crew. During their 3-day weekend in Larchmont, both boats practiced and also held a junior sailing clinic and raced on Saturday and Sunday. *Vigilant* and *Swift* sailed in a total of four buoy races. *Vigilant* won the only race held on Saturday, and *Swift* won all three races held on Sunday. So, for that weekend, it was a clean sweep for Navy boats!

The next phase of the block was a short trip up to the Riverside Yacht Club in Riverside, CT, another traditional port-of-call for Naval Academy sailing. There, Mrs. Linda Lund coordinated a junior sailing clinic and a Sea Scout sail. Mrs. Pat Read arranged for the parents of the junior sailors to hold a barbecue for the crews and also provided the housing arrangements. In addition, the Navy League, under arrangements made by CAPT Andrew E. Bisset, USNR, hosted a dinner for both crews. While in Riverside, two of *Vigilant's* crewmembers – Midshipman Wes Urquhart and Midshipman Jack Skahen left to go on another summer cruise block. LT Adam Wieder, a former VOST sailor now stationed at USNA who had just completed a CSNTS summer cruise block, volunteered to join *Vigilant's* crew for the Around Long Island Race (a partial circumnavigation of Long Island).

The next leg of the cruise was a journey from Riverside to Kings Point, NY to pick up two more crewmembers. Leaving Riverside at 0600 hours on the 29th of July, *Vigilant* arrived at Kings Point at 0800 hours, as planned, where two more new crewmembers came aboard: LT Jodie Beattie (nee Polhemus), also a former VOST sailor now stationed at USNA, and ENS Rusty Jones, a recent USNA graduate and former VOST team member. With a sufficient crew complement now aboard *Vigilant*, she joined her sister ship *Swift* and transited down the East River to the rendezvous point for the start of the ALIR.

After a brief delay, while the Race Committee wisely waited for the wind to fill in, the race began. The general course for the ALIR is up the Atlantic Ocean side of Long Island, through either “Plum Gut” or “The Race,” into Long Island Sound, then down the Sound, finishing at Sea Cliff, NY. When the results were tallied, *Vigilant* had placed second in Division 7, with *Swift* closely behind in third place.

While at Sea Cliff Yacht Club, once again both crews were housed by yacht club members, an arrangement coordinated by Mr. Brian McMenemy of the Seacliff Yacht Club. Mr. and Mrs. McMenemy also hosted a barbecue at their home for both crews.

On the afternoon of Sunday, 1 August, at the award ceremonies, ENS Howey received the Jack Sussi Academy Trophy for the best performance by a collegiate boat, as well as their second-place trophy, while ENS Engle received the third-place trophy.

Following the award ceremonies, both crews thanked the many hosts and friends at Sea Cliffs and boarded their boats, departing just before sunset to begin the 267-nautical-mile transit to USNA. The entire trip home was smooth and mostly uneventful, except for a brief delay the morning of 3 August when, at 0540 hours, just as *Vigilant* and *Swift* arrived at the Reedy Point, DE (East) entrance, the Chesapeake and Delaware Canal was closed to “all traffic because of fog.” However, the Canal opened again at about 0800 and *Swift* and *Vigilant* resumed the transit, arriving back at Santee Basin late that afternoon.

In addition to the trophies and racing successes, and the many experiences gained in solving complicated navigational planning, and under often difficult sailing conditions, both ships met and enjoyed the goodwill of the many supporters of Navy Sailing that typically make such blocks successful. For both crews, several midshipmen successfully completed training in Senior Crew and Watch Captain requirements, working towards their “D Qual” certifications. As Midshipman Monica Mondloch, a dinghy sailor who for the first time sailed offshore in a large boat, said of the cruise, “It was a great experience, I learned a lot - about sailing on a big boat, about myself and about sailing with a large crew.”

Dick Morin, Rear Commodore



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Naval Academy Sailing Program Goals and Objectives

The goal of the Naval Academy Sailing Program is to prepare midshipmen to become professional officers in the naval service by:

- Developing their confidence in seamanship, navigation, watchstanding, small boat handling, and safety at sea.
- Providing hands-on leadership experience in the crucible of operating a small boat at sea.

The objectives of the Naval Academy Sailing Program are:

- Midshipmen will proceed through an orderly training and qualification program that will enable them to:
 - Qualify to skipper a Colgate 26 (required prior to becoming a third class midshipman).
 - Complete a CSNTS cruise and qualify as a Watch Captain.
 - Some midshipmen will be provided an opportunity to train and qualify as an Officer in Charge of a sail training craft.
- The IC Dinghy Team will become nationally ranked, and strive to repeatedly win the Fowle Trophy.
- The VOST will strive to repeatedly win the Kennedy Cup Memorial Regatta.
- More midshipmen will compete in offshore racing venues and strive to repeatedly win premier ocean-racing events.